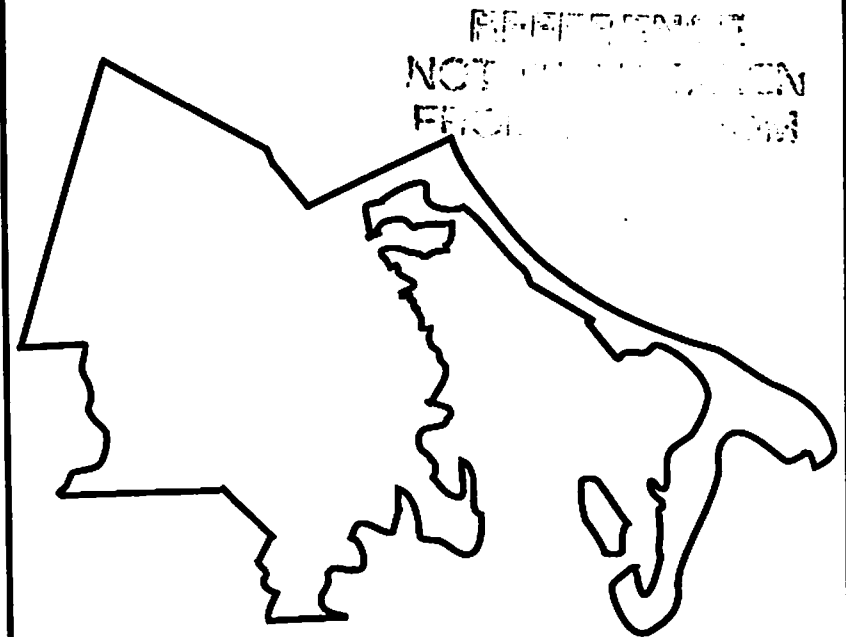


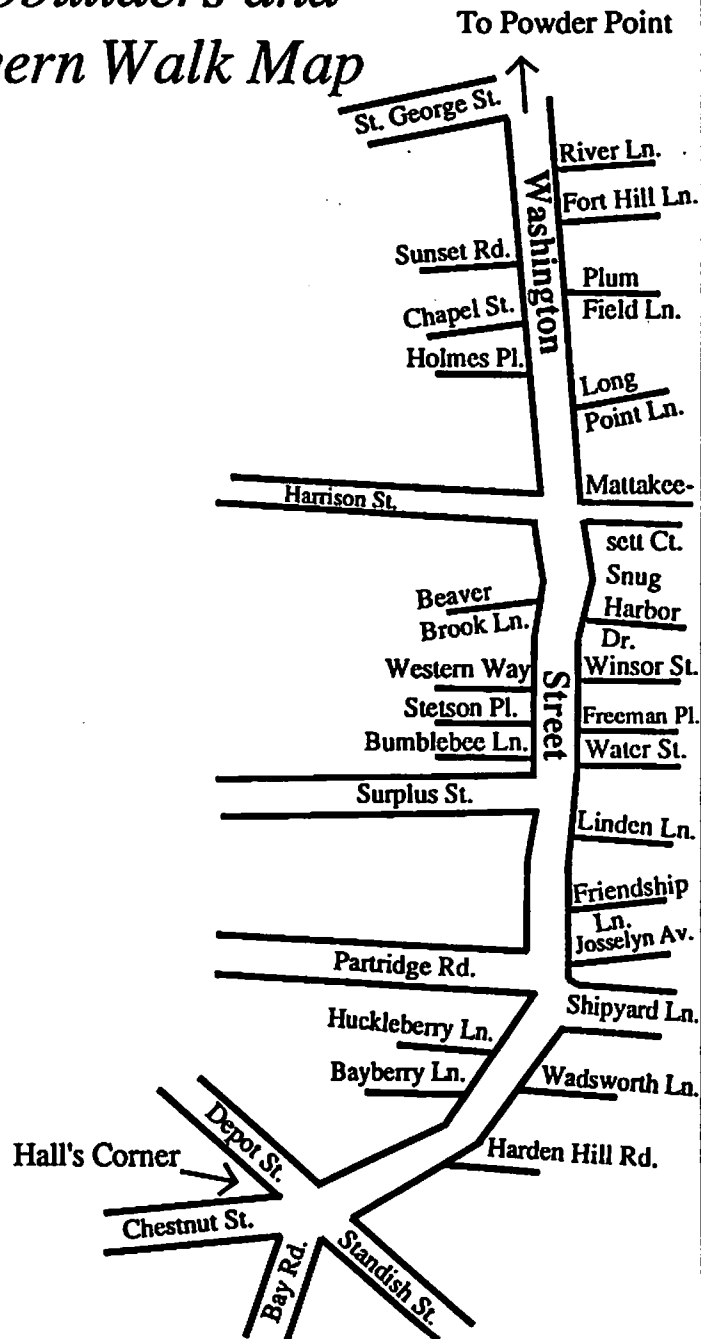
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Walks in Historic Duxbury



- *Shipbuilders Walk*
- *Tavern, Inn, Boarding House,
and Restaurant Walk*
- *Cable Walk*

Shipbuilders and Tavern Walk Map



Shipbuilders Walk

Introduction:

Travel overland was arduous in the early days of the Old Colony, now known as Plymouth County. Boat building for personal use began in Duxbury soon after the area was settled. By the beginning of the 18th century shipbuilding as a commercial enterprise had started. After the Revolutionary War, when port taxes favored American vessels, Duxbury's shipbuilding boom was launched.

Growing from a town of 1500 in the final decade of the 18th century to a town of 2500 at the height of the shipbuilding era, Duxbury employed almost a third of the town's population in the shipping industry in 1837- about 900 men.

At the end of Shipyard Lane is the site of the J. & A. Merritt yard which launched the last large Duxbury built vessel about 1874: the 700 ton bark "Thomas A. Goddard." In the 1830's the shoreline in both directions was dotted with prosperous shipyards, but by the 1840's many of the yards were hitting hard times. Approximately 645 seagoing vessels were built in Duxbury before the final shipyard closed. Deeper water was needed for the faster clipper ships of the 1850's and eventually steel replaced wood as a building material for America's merchant fleet.

Directions:

Walk up Shipyard Lane and turn right on Washington St.

Points of Interest:

#232 Washington Cyrus Brewster 1801

Cyrus Brewster was a mariner. He sold this house in 1814 and rebought it in 1819 when he returned from living in Maine.

#238 Washington Bartlett Sampson 1801

Bartlett Sampson married Welthea Weston in 1798. He died at the age of 25 in the West Indies on August 6, 1805.

244 Washington Luther Pierce 1801

Occupied by several mariners.

Shipbuilders Walk Points of Interest Continued:

#260 Washinton Captain Amos Brown 1796

Amos Brown built a house on this site once he had achieved prosperity as a master mariner. The house burned down in 1904.

#274 Washington Joseph Prior, Jr. 1797

Mariner Joseph Prior, Jr. bought the lot for this house from Amos Brown.

277 Washington Captain Ezra Prior 1800

At 17, Ezra Prior was an established mariner when he married Jane Hunt, then 16, in 1800. They had 5 children before Ezra and Jane's brother Ziba were both lost at sea in 1809. Ezra Prior, Jr., born in 1801, was also lost at sea in 1821.

#278 Washington Captain Church Weston c1833

Eight years after he built this house for his bride, Ellen Winsor, Church Weston was lost at sea, leaving his wife and a daughter. 10 years later, Ellen sold the house and moved to Paris where she lived to see her 92nd birthday.

The purchaser of the house, Captain Gaius Sampson, master of the ship "Daniel Webster", was lost overboard off St. Helena's Island five years after he bought this house.

#281 Washington Ziba Hunt 1802

Ziba Hunt, a sea captain at the time, died in 1809. Gershom Weston bought a half interest in the house at auction for \$145 in 1823 and another share in the house for Ziba's children, Ziba and Henry, in 1826.

#286 Washington Samuel Hunt 1802

Captain Samuel Hunt was lost at sea in 1823.

#291 Washington Snow Magoun 1805

Magoun is listed as a housewright.

#294 Washington Lemuel Harlow 1804

Lemuel and his brother Jonathan became prosperous

Shipbuilders Walk Points of Interest Continued:

cordwainers (shoemakers). Cordwaining, along with farming, fishing, and shipbuilding, was a major Duxbury industry. In 1837 Duxbury shoemakers made about 42,000 pairs of shoes and 1,000 pairs of boots, each pair crafted by hand.

#301 Washington Avery Richards 1812

Major Richards purchased his house lot and a valuable wharf privilege from Lot Hunt.

#302 Washington Bartlett Holmes 1803

Bartlett Holmes never occupied this house. He sold it to John Holmes and Ichabod Peterson in 1804. Ichabod died in 1805 at the age of 24. John, captain of a ship bound from Lisbon to Boston, was lost at sea sometime prior to 1808. His widow, Polly, remarried and sold the house to Seth Sprague. Various of Seth's 15 children lived in the house until 1847.

#309 Washington Studley Sampson 1805

Studley Sampson is listed as a "homesteader".

#4 Surplus St. Benjamin Bosworth 1794

In 1823, house carpenter Benjamin Bosworth sold this house to Henry B. Sampson and his brother William. They were merchants engaged in many aspects of the shipping industry: a wharf, ships, coastwise trade, and a store.

#313 Washington Joshua Cushing 1792

When shipyards were beginning to line the Duxbury shores, Joshua Cushing bought the shore end of a farm and began building ships. West of the cartway, now Water St., which led to his shipyard, Cushing built this house for his bride Joanna.

#1 Water St. Gorham Emerson 1828

Gorham Emerson was a cordwainer, or shoemaker. He purchased this property with a building on it which had served as a storehouse for merchandise landed at the wharf nearby. In 1828 he remodelled the storehouse to provide living space as well as space for working at his trade.

Shipbuilders Walk Points of Interest Continued:

#1 Bumblebee Lane Peleg Churchill 1794

This property was owned from 1834-1855 by master mariner Gaius Sampson.

#332 Washington Stephen Churchill 1805

Stephen owned a wharf. Along with James Woodward and a small boy, he was part of the crew of Ahira Wadsworth's schooner "Ospra" when she was seized by the British ship "Leander" during the War of 1812. After being detained for a short time, all crew members were released.

#338 Washington Ahira Wadsworth 1803

Ahira Wadsworth was a merchant and owner of the schooner "Ospra". Bankrupted in 1827, Ahira Wadsworth was forced to allow his creditors to sell the house to Captain Martin Waterman, a mariner who brought the current front doorknocker from India.

Born in 1808, Ahira Wadsworth's son Alexander was captaining ships by the age of 23. His wife often sailed with him. In 1853, bound for India on board the "Seth Sprague", she gave birth to their second son, Seaborn.

The ship remained becalmed in the Indian Ocean for 6 weeks. The mother died 10 days after the birth, but the baby was kept alive on hardtack (ship's biscuit) carefully pulverized and soaked by an able seaman named Fuller. Seaborn lived to celebrate his 80th birthday.

#341 Washington Amos Brown c1786

Mariner Amos Brown married Rhoda Winsor, daughter of Samuel Winsor, in 1784 and, according to Winsor family tradition which gave each child a house lot upon marriage, received this site upon which he built a small home. When Amos became too prosperous for such a small dwelling, he built a larger home at the site of 260 Washington St. and sold this building to Zenith Wadsworth, a shipwright.

#349 Washington Lot Stetson 1787

Lot Stetson was a yeoman from Pembroke. His house

Shipbuilders Walk Points of Interest Continued:

was purchased in 1793 by Nathaniel Winsor for his daughter Silvina. Silvina and her husband Eliphat Waterman became the first permanent occupants. Their son Martin became a master mariner.

#353 Washington Jesse Howard 1796

Jesse Howard was a mariner and a cordwainer. He may have worked for Nathaniel Winsor from whom he purchased his house lot. The house was eventually bought by the Winsor family.

#366 Washington Calvin Gardner 1830

Calvin Gardner was a clerk who moved to Lowell. In 1834, Peleg Cook, listed simply as a gentlemen, bought the house.

#369 Washington Charles Winsor 1805

Charles went to sea at an early age. He was 24 when he married and built this house.

#372 Washington Otis Winsor 1810

Otis, the fifth child of Samuel Winsor, went to sea at an early age and eventually became a captain. In 1821 he was lost at sea, leaving 5 children, the oldest of whom was 9.

#18 Winsor St. Spencer Winsor 1801

Son of merchant Samuel Winsor, Spencer married Charlotte Howett in 1801 in North Carolina where the Winsor's were conducting a profitable business. The lane now Winsor St. once led to the Winsor Wharf. Within a few months, in 1835-1836 Spencer died along with 6 of his children, possibly of typhus.

#32 Winsor St. Samuel Winsor 1787

Samuel Winsor purchased a tract of land with Lot Stetson. In 1786 they divided the property. Samuel built a house and a wharf on the shore and developed a substantial business. Six sons went to sea and at least one daughter married a mariner.

Shipbuilders Walk Points of Interest Continued:

#390 Washington St. Captain John Howland c1807

Nathaniel Winsor is thought to have built this house for his daughter Nancy upon her marriage to Captain John Howland. In 1842 the Howlands sold the house to Captain Daniel L. Winsor, inventor of the first windlass to hoist heavy anchors. His grandson remodelled the house as an inn in 1931.

Pilgrim Church and the Church of St. John the Evangelist

Shipbuilder Seth Sprague was converted to the Methodist faith in 1821. He invited the congregation to meet in one of the buildings on his 200-acre property near Snug Harbor. In 1823 he donated both land and money to build a church.

Angered by the refusal of the Regional Methodist Conference to take a stand against slavery, Sprague broke from the church he had helped to build and donated land in 1844 for the Wesleyan Methodist Church which became the Pilgrim Congregational Church in the 1870's.

The older church building was purchased by Seth Sprague's granddaughter as a gift for the Episcopalian congregation which she had joined. She paid \$25 in 1894 for the church now known as St. John's.

#397 Washington Nathaniel Winsor 1800

Nathaniel Winsor and his brother Joshua built prosperous wharves in the late 18th century near the present location of the Duxbury Yacht Club. By the 1830's many Duxbury vessels were making regular fishing voyages to Georges Banks. The fish were dried on racks called "flakes" and packed in salt - mackerel in barrels and cod in boxes. Both the Winsors and the Westons had large warehouses at their wharves to store the fish until it could be shipped.

Some of the salt used for packing fish was produced in Duxbury by evaporating sea water. Five gallons of saltwater yielded about one pound of salt.

#420 Washington Ebenezer Taylor 1835

Taylor purchased the lot from Seth Sprague. 13 years later, he sold the house to Joshua Winsor's grandson Seth Winsor,

Shipbuilders Walk Points of Interest Continued:

a laborer.

Opposite the area now occupied by the Sweetser's Store complex, Seth Sprague had his shipyard. Whenever a vessel was to be launched, the ways had to be built across the street, completely blocking traffic.

The launching of a ship was a major event. Schools and businesses closed. Flags flew. Boys vied for the honor of being on deck when the vessel slid down the ways. They tried all kinds of tricks to make themselves seem useful to the enterprise.

#476 Washington St. Seth Sprague, Jr. 1813

Seth Sprague, Jr. followed his father's occupation, engaging in various businesses related to the shipping industry including the lumbering and farming which supplied shipyards. He built this house on land owned by his father for his bride Welthea Little who is quoted as remarking on her 100th birthday: "The War of 1812 was raging then. I remember one scare we had when Mr. Sprague the elder came to the stairs early one morning and called out to my husband that British vessels were in the bay."

#479 Washington Nathaniel Winsor Jr. 1807

Nathaniel Winsor moved into this house at the age 60. A carver of figure heads and blocks for ships by trade, Nathaniel owned wharves, a nearby shipyard and had built a successful fleet of fishing ships with his brother Joshua.

#486 Washington George and Joseph Winsor 1813

Many times a prosperous Duxbury father kept title to the land on which he allowed his children to build their houses. Such is the case with the house built by Joshua Winsor's sons George and Joseph. Joseph probably worked for his father in the shipping business.

George sailed on his father's schooner "Cherub" and was on board when she was captured by the British ship "La Hogue" during the War of 1812.

#489 Washington - northeast corner of Mattakesett &

Shipbuilders Walk Points of Interest Continued: Washington

After the American Revolution, the shipbuilding and fishing industries grew rapidly in Duxbury. But there was no road along the shore connecting Standish Shore and Powder Point. Finally, in 1798, despite much opposition, Ezra Weston, Joshua Winsor, Samuel Delano, and Seth Sprague prevailed upon the town to lay out the new main street. Completed 2 years later, the road stopped at the Bluefish River.

Another battle ensued over funding the bridge across the river. The town refused to vote the estimated cost of \$3000.

\$1500 was all they would spend on the project. Joshua Winsor accepted the challenge. He began building the bridge in April, 1803 and finished the project for \$1500 on July 3, 1803 in time for the 4th of July parade to celebrate its opening.

Although this house is not dateboarded, much research has been done on it. It was built c. 1800 by the Winsor family, probably by Joshua Winsor himself. The side facing Mattakeesett Court has a door because at one time, possibly when the house was built, it was a store. The lane the store faced was the right of way to the Winsor wharf. The house/store was later owned by various of Joshua Winsor's children.

#32 Long Point Lane George Frazar 1831

This house can be seen from Washington St. without detouring down the private lane. In 1805 Nathaniel and Joshua Winsor occupied two separate houses on this site. The Winsor wharves at the foot of the hill included a warehouse, a coal shed, and a sail loft. In 1807 Nathaniel Winsor moved to his new house at 479 Washington St. Joshua Winsor's estate sold his house to George Frazar in 1831. George tore down the original house and built the present one.

#526 Washington Captain George Prior

Captain George Prior died in 1908. According to his obituary, he was a "pioneer" in the fishing industry, as both a fisherman and a merchant.

#534 Washington Solomon Washburn 1805

Shipbuilders Walk Points of Interest Continued:

Solomon Washburn was a block-maker in one of the Duxbury shipyards. He married Joshua Winsor's daughter, Hannah, in 1805.

Merchants sometimes marked a part of their shipment for a particular family member. On one occasion, Joshua Winsor is said to have included a box of cod to be sold for each of his three daughters in a cargo bound for England. The cod fetched enough money to buy one daughter a ring, another daughter the silk for her wedding gown, and the third daughter a pair of long white gloves.

#558 Washington Eden S. Sampson 1827

The land on which this house stands was deeded to Thomas Little of Marshfield in settlement of a suit which Joshua Winsor and his sons had lost to Little in 1826. The land ran from the west side of Washington St. to the Bluefish River at the rear and was valued at \$356.19. Little sold the land to Eden Sampson in 1827.

#562 Washington William Bradford 1841

Descendent of Governor William Bradford, this William was 27 when he purchased the land for this house from Ezra Weston II in June 1834. He was a sparmaker working in the shipyards stripping and shaping masts, yards, booms, and gaffs. He did not complete his house until 1841.

#563 Washington Allen Prior 1856

By the time this house was built, the shipbuilding boom was over for Duxbury. In 1857 the Weston business, which once employed 100 Duxbury residents, closed.

Allen Prior was a carpenter and the brother of master mariner George Prior.

#1 Fort Hill Lane Zenas Faunce c1850

The shell of this house originally stood on a nearby shipyard. Zenas Faunce moved the building still known as the Bos'n's Locker to its present location where it continued to serve as storage space for ropes and other shipbuilding paraphernalia.

Shipbuilders Walk Points of Interest Continued:

On an 1859 map, the building is listed as a post office.

#598 Washington Joshua Hathaway 1825

Oldest son of the artist Dr. Rufus Hathaway, Joshua Hathaway was the grandson of Joshua Winsor. He was a seasoned mariner by the age of 27 when he built this house.

#604 Washington Zenas Faunce 1812

Zenas Faunce was an anchor smith.

#612 Washington Daniel Peterson 1801

At the age of 25, Daniel Peterson was a mariner who had made several successful voyages when he bought the land for this house from Joshua Winsor. He apparently ceased making lengthy voyages and remained on land after this working as a ship's carpenter.

In 1810, Daniel and his wife, Bethia Weston Peterson, sold this house to shipbuilder Reuben Drew. For the next 15 years the house held boarders who worked at the Drew shipyard.

Standing on the Bluefish River Bridge today, it is hard to imagine the dawn to dusk din made by the six nearby shipyards in the late 1830's. Work stopped at mid-morning and mid-afternoon, but not for a coffee break. The cry of "Grog O" signalled a break for rum.

Three yards lined the southern shore of the mouth of the Bluefish. By this time, Samuel Delano's yard near the bottom of Plumfield Lane had closed.

At the end of River Lane, Daniel Turner built small vessels. Then came the 10-acre yard opened by Ezra Weston, Jr. in 1834. This was the biggest yard in Duxbury and was considered to be a double yard because 2 ships could be on the stocks at the same time.

Closest to the bridge, stood Levi Sampson's yard. One ship he had on the stocks for Thomas Lamb of Boston caught fire. Fortunately, the blaze was put down before the entire neighborhood went up in flames.

On the northern shore, close to where Powder Point

Shipbuilders Walk Points of Interest Continued:

Avenue intersects with King Caesar Road, Sylvanus Drew and later his sons Reuben and Charles had the only other double yard in town. Large valuable timber could be stored in the spar soak where the salt water preserved the wood from the destructive forces of insects and sun.

The mill pond to the west was created when the drawbridge across the Bluefish River was built in 1803. Deacon George Loring's yard was on the pond near the bridge. Toward the far end of the pond, Samuel Frazar reopened an early yard kept by Israel Sylvester.

#670 Washington Duxbury Bank 1833

Ezra Weston II was the first president of the Duxbury bank. Unfortunately, Duxbury's era of prosperity as a shipbuilding center soon ended and the bank closed in 1842.

#685 Washington Charles Drew 1826

Charles Drew bought the land in 1825 and built the house in 1826. For four years, Charles Jr. and his wife Hannah Thomas lived on the second floor before moving to their own home on Cove St. Charles Jr. was a master carpenter in his grandfather, Sylvanus Drew's shipyard. The Drew House now houses the office and library of the Duxbury Rural and Historical Society. Regular office hours are weekdays from 9 AM until noon.

The home of Duxbury's most famous shipbuilder, Ezra Weston, Jr., is opened to the public during the summer months by the Duxbury Rural and Historical Society. Located on King Caesar Road, the King Caesar House was built in 1808. Parking is available in the rear. If you prefer to continue on foot, the walk from the Drew House to the King Caesar House takes 15 minutes.

Lloyd's of London, which listed the names of over 100 Weston ships at the time, referred to Ezra Weston as "the largest shipowner in America." The Weston property included a 1000 foot ropewalk, forges for tools and anchors, and a sail loft. When canvas could not be imported during the War of 1812, Ezra Weston manufactured it at a Duxbury mill. Weston farms supplied produce and Weston forests supplied lumber.

Shipbuilders Walk Points of Interest Continued:

Founded by Ezra Weston, Sr. in 1764, the shipbuilding company of E. Weston continued as E. Weston and Son when Ezra, Jr. joined his father in the business in 1798. Just before his death in 1842, Ezra, Jr. changed the title of the business to E. Weston and Sons. Lacking the drive and vision of their father and grandfather, however, the sons were forced to shut down in 1857.

Tavern, Inn, Boarding House, & Restaurant Walk Introduction:

During the 17th century Duxbury's first taverns were licensed as places where anyone could stop for a meal or a drink. They gave local residents a gathering place and travelers accommodations for the night.

The shipbuilding boom brought hard drinking shipyard workers to Duxbury Village and earned the entire area the nickname "Sodom". Drinking was done on the job, not just after hours. Rum, rather than coffee or tea, was the beverage of choice for the mid-morning and mid-afternoon work break.

By the mid 1840's, many Duxbury shipyards had closed. When the railroad from Boston included nearby Kingston in 1845, Duxbury residents saw no need for their own rail service. Stagecoaches and packet ships still served their travel needs. Yet through the persistence of a few town members, Duxbury was linked to Boston by rail and found a new life as a popular summer resort.

On August 17, 1871, the first train pulled into Duxbury. The Standish House, which was to become a well-known summer hotel, had opened in July. By 1893, a Baedeker guide book for Europeans visiting America included both Duxbury and what was now known as the Myles Standish Spring Hotel. The train trip from Boston was listed as taking 2 hours and costing \$.90 one way, or \$1.50 round trip. Horse drawn carriages from 2 livery stables in town met the trains and transferred passengers and their luggage to their final destinations.

Directions:

Begin at the Hall's Corner Exxon Station.

Tavern Walk Points of Interest:

The Exxon Station was once the site of Hall's Tavern. Captain Daniel Hall had the house built about 1810. When he retired from the sea, he turned his home into a tavern and ran it as such until he died in 1847. In 1930, a Harvard Business School professor and his wife moved the building to Cambridge, MA where it still stands at 20 Gray Gardens West. The move took 35 truck loads, all insured by Lloyd's of London.

Tavern Walk Points of Interest Continued:

The same site was later occupied by Clara's Restaurant in the 1940's and 1950's.

#62 Washington St., built in 1839, saw service as a summer boarding house operated by Mrs. Micah Soule in 1896.

St. Margaret's Convent

The Society of St. Margaret is an Anglican (Episcopalian) Religious Order founded in England in 1855. The first Sisters of St. Margaret came to Boston from England at the invitation of Father Grafton of the Society of St. John the Evangelist and some church people in the city who were aware of the need for nurses at Boston Children's Hospital. Two sisters arrived in 1873 to begin their work at the hospital and eleven years later their work had grown enough to require the acquisition of a Mother House on Louisburg Square in the fall of 1884. As their numbers increased, their work expanded to Philadelphia and Montreal.

By the turn of the century, the Society of St. Margaret was well established in America. In 1903 the first Mother Superior purchased a small estate containing 13 acres in Duxbury. This property consisted of an old-fashioned homestead with improved land and wooded acres on the waterfront. The first few years the sisters used this beautiful spot as a summer respite for themselves and their guests and Associates.

In 1907 a chapel and larger quarters were built on the grounds, so that all the sisters could spend the summer in Duxbury while their old houses on Louisburg Square were being remodeled into a suitable convent.

By the summer of 1912, the Society began to run the Industrial Summer School for Girls called Bertram Camp, named for the woman benefactor who provided the wherewithall to build the needed shelter for the campers. Today there are Associates of the sisters living in Duxbury who attended the camp.

A camp for girls continues to be part of the summer program at this convent, though the camp is now down in the pine woods nearer the water. Bertram House has been winterized and renovated for use as a retreat and conference center. The Sisters of St. Margaret still gather here for their summer work. Bertram

Tavern Walk Points of Interest Continued:

House is open throughout the year for the use of the clergy and parishes in the Diocese of Massachusetts and elsewhere.

#72 Washington St. was run as a summer boarding house by Fred and Abbie Wadsworth. Once attached to the main building by a porch, the annex was eventually moved to #25 Bayberry Lane where it remains today.

#157 Washington St. was built in 1893 on a 13 acre waterfront site for Fannie Davenport McDowell, a well-known actress who made her stage debut at the Howard Atheneum in Boston at the age of 10. Her husband was the first commodore of the Duxbury Yacht Club, W. Melbourne McDowell. Their estate, Melbourne Hall, was opened to summer guests, by later owners, as the Eagle Tree Inn in the 1920's. Subsequently renamed Westwinds by the Sea when it was turned back into a private residence, the estate's carriage house became the site of Duxbury's original Westwinds Bookshop.

#277 Washington Ezra Prior 1800

#277 Washington St. was known as Sally Joyce's in the early 1900's when it was a boarding house for year round residents. The house faces a lane which then ran from Tremont St. to the water. When Sally's mother, who ran a notions shop in the house, went to Boston to replenish her stock, she caught the Boston packet ship at the end of the lane.

#4 Surplus Benjamin Bosworth 1794

#4 Surplus St. once served as a boarding house for shipwrights. In the late 19th century, summer boarders enjoyed the house as Mrs. Delano's Cottage by the Sea.

#1 Bumblebee Lane Peleg Churchill 1794

#1 Bumblebee Lane belonged to Mr. and Mrs. J. de Vere Simmons from 1903-1921. They served lunch to some of the children who attended the grammar school at 354 Washington St. In the 1920's, the house was open during the summer as a tearoom and gift shop.

Tavern Walk Points of Interest Continued:

#2 Water James Winsor 1796 and #12 Water Job Sampson 1794

#2 Water St and #12 Water St. both welcomed boarders at one time. #12 actually rated a listing in a Duncan Hines pamphlet recommending the best inns and restaurants when it was operated as the Four Winds Guest House from 1934-1942.

#338 Washington Ahira Wadsworth 1803

#338 Washington St. was opened to boarders in the 1920's by Mrs. L.A. Waterman who also baked cakes sold at the Duxbury Handicraft Shop across the street. The front door knocker was brought from India by Mrs. Waterman's grandfather by marriage, Captain Martin Waterman, who purchased the house in 1827.

#349 Washington Lot Stetson 1787

#349 Washington St. was operated as the Gay Parasols tearoom by a summer tenant during the 1920's. Tea was served in the garden under parasols on sunny days and in the front parlors during stormy weather.

The northeast corner of Winsor and Washington Streets once held the Cracker Tavern, visited by both Daniel Webster and Henry Thoreau. The name "cracker" apparently came from the large chowder crackers served by the tavern at every meal. The building was torn down in 1962.

#390 Washington Captain John Howland 1807

#390 Washington St. stood empty for over 30 years before Daniel Winsor opened his inn during 1932 in the house purchased by his grandfather Captain Daniel Loring in 1842 for \$750. Old pine boards taken from the basement of the Pilgrim Church during renovation furnished the material for tables, benches, and a bar still serving customers in the Winsor House Pub.

#447 Washington St., now Talbot's Clothing store, was the Snug Harbor Restaurant during the 1930's and 1940's. Proprietor Arthur Murphy fed the troops stationed in Duxbury to guard the cable house at this restaurant during World War II.

Tavern Walk Points of Interest Continued:

#464 Washington St., built in 1885, was rented by the same Arthur Murphy in the 1930's and operated as a boarding house. Guests were fed across the street at his own Snug Harbor Restaurant.

#476 Washington Seth Sprague Jr. 1813

#476 Washington St. was first converted into a hotel in 1872 by John Hollis and his wife, Gertrude Prior Hollis. By 1879 the hotel had been sold to John T. Winsor and named the Winsor Hotel. Five years later another owner renamed the place the Brunswick House and charged guests \$1.50 per day.

From 1912-1923 the hotel was operated as the Bayside Inn. During Maurice Chandler's ownership of the property which began in 1912, one of the outbuildings held a gambling establishment.

#479 Washington St. Nathaniel Winsor Jr.

#479 Washington St. was opened to year round guests in 1903 as the Franklin House. Room rates ranged from \$2 a day to \$7-10 a week. Purchased in 1916 by Maurice Chandler, the hotel was renamed the Colonial Inn.

Serving more recently as a bed and breakfast, the house accommodated many unusual guests ranging from Margaret Hamilton, best known for her movie role as the Wicked Witch of the West, to Buckminster Fuller, inventor of the geodesic dome.

#500 Washington St., built in 1900, was operated as a year round restaurant and rooming house in the 1930's by Mrs. Hansine Nilson. On certain days the dining room offered a true Swedish smorgasbord. Cost of a week's lodging ranged from \$15-\$18.

#576 Washington St. was purchased in 1890 by George Scott who thereby became one of the few black Duxbury homeowners of his day. He and his wife Louise opened their home as the St. George House Inn and Restaurant. In 1926 the place was sold to William T. Way who renamed it the Way Croft Inn.

Tavern Walk Points of Interest Continued:

#612 Washington Daniel Peterson 1801

#612 Washington St. served as a boarding house for shipwrights, sailmakers, and ropemakers during the time shipbuilder Reuben Drew owned the property from 1810-1825. His shipyard was on the nearby Bluefish River.

#6 Fort Hill Lane Levi Sampson Sr. c1811

#6 Fort Hill Lane had been opened as the Hollis Hotel by the time an 1879 map of Duxbury Village was drawn. Operated by Captain George Prior's daughter Gertrude and her husband John Hollis (who had turned #466 Washington St. into an inn in 1872), the hotel was in business year round. Sold in 1893 and again in 1897, the place was known as the King's Hotel when a violent storm blew the roof off the barn on Nov. 27, 1898.

Renamed the Duxbury Inn by a new owner in 1903, the hotel came under the management of Maurice Chandler in 1906. Although Duxbury was a dry town at the time, the dining room was supplied with liquor smuggled in through a staircase concealed behind a chimney.

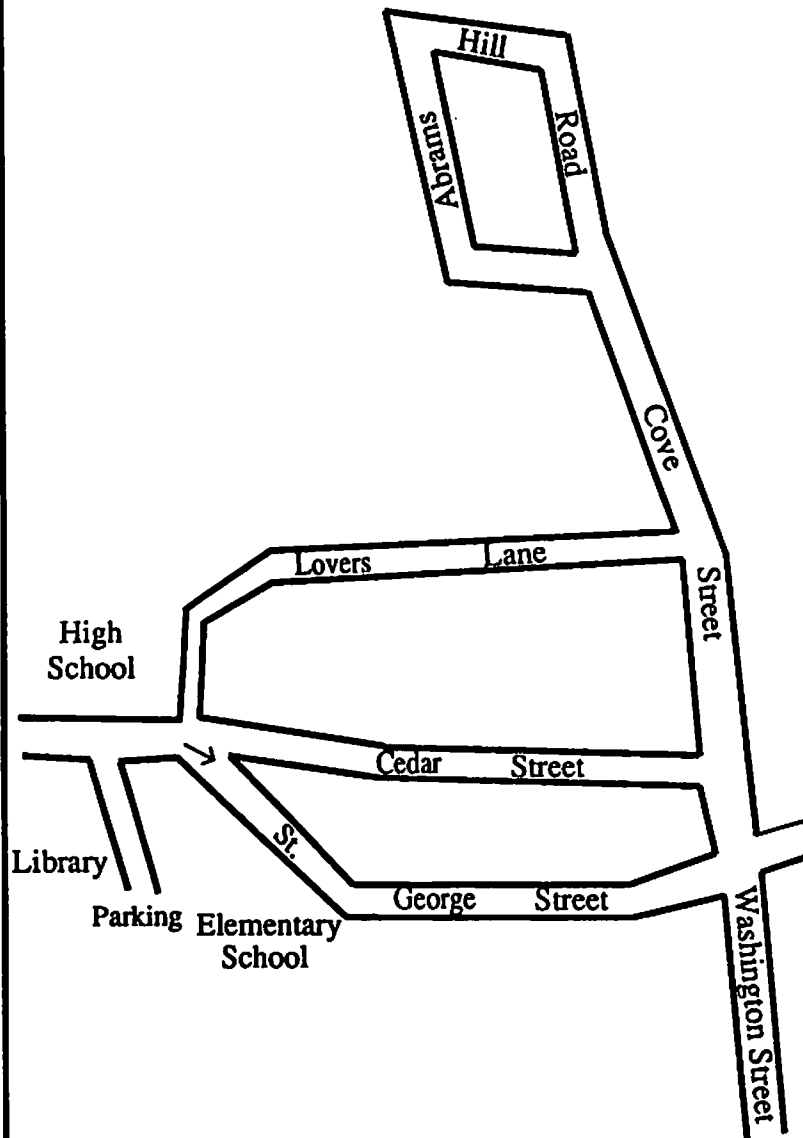
#620 Washington Deacon Loring 1801.

#620 Washington St. was run as a year round boarding house by sisters Emily and Anna Sears. While employed as a Duxbury teacher during the late 19th century, Emily earned a yearly salary of \$612.50.

#644 Washington St., once part of the site of anchor smith Zenas Faunce's foundry, was opened by his granddaughter Isadore Hill and her mother as a tearoom in the 1920's and named the Tidewater Teatable. Isadore and her sister Versey later ran a gift shop and bakery across the street at 1 Fort Hill Lane in the building known as the Bo's'n's Locker.

#661 Washington St. was originally part of a shipyard. In 1931 Gertrude Sampson opened it as the Bridge Food Shoppe. Due to the restaurant's popularity, Gertrude's husband enlarged the dining space to seat 40 and added family living quarters. Each table had a different color scheme with matching glassware, creamer, and sugar bowl.

Cable Walk Map



Cable Walk

Begin at the D.E.S. parking lot: walk down St. George St. to the flagpole, stopping to see the Needham house. See the Cable Office on your right, then turn left onto Washington St., then left again onto Cove St./Abrams Hill. Stop at the Cove St. landing (a few minutes down Cove St., on your right), then walk past 51 Abrams Hill, around Abrams Hill, and back down Cove St. to Cedar St. Take Cedar St. to St. George St. back to D.E.S.

The French Atlantic cable of 1869, which ran from Brest, France to Duxbury was the first transatlantic telegraph cable to run from continental Europe to the United States. It was very important to transatlantic communications for the few decades following its landing, but was surpassed in technology by later cables and was abandoned in 1945. The first transatlantic telephone line was completed in 1956.

The first successful transatlantic cable was completed by Cyrus Field in 1866 after 12 years of struggle and 5 unsuccessful attempts. He used an immense British steamship, the "Great Eastern." The cable ran from Ireland to Newfoundland. He had previously connected Newfoundland to New York. The French immediately wanted their own cable and with the help of the founder of Reuters News Service, Julius Reuter, Baron Emile d'Erlanger engaged the "Great Eastern."

How was Duxbury chosen as the landing place for the French Atlantic cable? Plymouth historian William T. Davis relates that he happened to meet representatives of the French Atlantic Cable Company in Boston one day. They swore him to secrecy concerning their project and asked if he knew of a sheltered harbor with a sandy shore and little traffic from large ships which might drag their anchors constantly across the cable. Davis instantly suggested Duxbury. With characteristic caution, Duxbury Town Meeting refused to grant a landing site until the cable officials reluctantly revealed their secret plan to the entire community.

Points of Interest:

#125 St. George St. George Winslow 1828

This house was bought by Robert Needham, the Cable Office Superintendent in 1893 along with 15 1/2 of land acres for \$4000. Needham immigrated to the United States from Great Britain when the cable was brought to Duxbury in 1869 and worked at the Cable Office for several decades afterwards. The house remained Needham property until 1945.

#105 St. George St. Edward Winslow 1797

Edward Winslow's son John (George's brother) inherited the family homestead and owned it until 1869, when he sold it to Catherine Delano. She and her three daughters summered here for the next 50 years.

#101 St. George St. Samuel Winslow 1833

Samuel, another of Edward's sons, was a ship joiner. He moved to Charlestown to work as a housewright in 1845 when many of the Duxbury shipyards had closed. Hervey Baker of Marshfield purchased the house and kept it until he died in 1881.

#86 St. George St. Elijah Delano Jr. 1829

Delano was a house carpenter. This house remained in his family until 1883 when it was sold by his children.

#56 St. George St. Rebecca Frazar Jr. 1829

The long ell which was used by Rebecca as a private school was probably an older house. Rebecca Frazar's niece Abigail Weston continued to run a school in the ell after she inherited the property in 1840. By the time the cable came to Duxbury, the house had been purchased by Captain George Prior, who sold it to his daughter Gertrude Hollis for \$5 in 1871.

#18 St. George St. Captain Jonathan Smith 1822

Master mariner Jonathan Smith died in 1843 leaving his widow and daughter living in this house. The daughter married Dr. James Wilde and they continued to make their home here.

Around the turn of the century, Lucy Wilde, the doctor's daughter, ran a private school for both resident and day students

Cable Walk Points of Interest Continued:

here. Her Alden School for Girls advertisements offered amenities such as tennis courts and croquet lawns.

By 1869, most of the shipyards had closed. Standing at the end of St. George St., you would have seen only 2 yards still in operation. Near the southeastern end of the Bluefish River, N. Porter Keen kept what had been Levi Sampson's place in business from 1868-1875. Near the intersection of Powder Point Avenue and King Caesar Road, William Paulding had taken over the Drew yard when it went bankrupt in 1843. He ran the yard until 1867. John and Amos Merritt and Warren Standish kept the yard going until 1870.

Duxbury residents hoped that the French Atlantic cable would bring the town renewed prosperity. In fact, aside from brief recognition, all the cable brought was a few telegraph operators who set up Duxbury's first Episcopalian congregation in 1873.

#670 Washington St. The Duxbury Bank 1833

This building began as the Duxbury Bank, founded by shipbuilder Ezra Weston in 1833. It subsequently failed in 1842 and was purchased by the French Atlantic Cable Company for use as the office at which messages were sent and received through the transatlantic cable, and then relayed to other parts of the country. The building was used as the office for the cable from its laying in 1869 until 1945, when the cable was abandoned.

Although no longer a busy line, the Duxbury cable was considered strategically important during World War II. Troops were stationed in Duxbury for the sole purpose of guarding the cable.

#685 Washington St. Charles Drew 1826

Shipbuilder Charles Drew sold the building to Zenas Faunce in 1842. Zenas Faunce owned the building until 1899 and during his ownership it was remodeled as a store. Two plate glass windows replaced the 12 over 12's and a double door admitted customers. The building was known through most of its shopkeeping days as the Union Store and occasionally was

Cable Walk Points of Interest Continued:
divided into 2 retail spaces.

In 1916, Clara May Smith Ripley, granddaughter of Charles Drew, bought the house and gave it to the Duxbury Rural and Historical Society, which now has both office and library on the first floor.

Turn left and walk up Cove Street. Cove St. was laid out as public highway in 1831. Prior to that it was just a cartway through pastureland.

#28 Cove St. Charles Drew Jr. 1830

Although Drew died in 1836, his widow Hannah still lived in this house when the cable came to Duxbury. Their daughter Clara managed to marry Jonathan Smith, Jr. 2 days before his ship "Sea Bird" docked in Boston on June 12, 1851. Taking advantage of a tack close to Hingham, Smith was put ashore and made his way to Duxbury by hiring a horse and carriage. He surprised his bride-to-be by appearing in the doorway and announcing that they must be married immediately so that he could meet his ship before she reached Boston.

#35 Cove St. Alden Chandler 1837

Alden Chandler was a painter in the shipyards. He lived here until his death in 1885 at the age of 76.

#42 Cove St. Josiah Nickerson 1833

Built by a Boston merchant for his son Joseph Nickerson who came to Duxbury from Quincy to manage the Drew saltworks, this house was sold in 1854 to Lot Swift, Jr. and remained in the Swift family for the next 100 years.

#47 Cove St. Henry Sampson Delano 1832

Acquired by Ezra Weston in 1835, this property remained in Weston hands until 1867 when it was purchased by George Bates.

#48 Cove St. William Paulding c1833

Paulding was a shipwright who took over the Drew yard

Cable Walk Points of Interest Continued:

when it went bankrupt in 1843. He ran the yard until 1867. The "Smymiotte," which was built by Paulding in 1859, was still engaged in the profitable Mediterranean fruit trade at the time the cable arrived and so continued until 1877.

Cove Street Landing - On the right just beyond the Slow Children sign, walk down the drive to the landing and look out across the Back River to the clump of trees known as Rouse's Hummock where the cable was brought ashore on July 23, 1869.

The cable ships anchored offshore opposite the hummock and the shore end of the cable, 2" in diameter, was loaded onto a platform which was lashed across two large sea boats. A third boat, manned by strong oarsmen, tugged the heavy load to the beach.

A crowd of 1000 had gathered. Many anxious hands hauled the cable to the hut on the hummock. One of the first messages transmitted told the Emperor Napoleon III that all was in working order.

#51 Abrams Hill - Site of the Cable Celebration

On July 27, 1869, years before the house at this address was built, a celebration in honor of the landing of the French Atlantic cable was held on the lawn here. Tents were set up for a banquet for 600 and 4-5 thousand spectators lined the hillside.

At 6 PM, in the midst of the speeches, the 50 men who had been laboring for 12 hours to drag the cable across the marsh finally tugged the end up the hill to the tents. After a deafening artillery salute, the people gathered watched as messages were exchanged across the ocean.

Abrams Hill was laid out in house lots around the turn of the century and summer residents gradually built here. A 7-10 minute walk will take you around the Abrams hill loop giving you a few glimpses of the wetlands below. Or you may choose to return directly down Cove St. taking a right on Cedar St.

#51 Cedar St. Daniel and Abigail Turner c1837

Born in 1799, shipwright Daniel Turner died at the age of 77. His daughter Abby was born in 1836. She taught school in

Cable Walk Points of Interest Continued:

the Duxbury Village District for \$18 a month before transferring to the Powder Point School. She lived to be 90. The house was Turner family owned for 130 years.

#108 St. George St. Zacariah Thomas 1811

Zacariah Thomas was a carpenter and a housewright. He sold this house to shipbuilder Charles Drew in 1824. Drew sold the property to his son-in-law, mariner Winthrop Babbidge, in 1833. In 1866, a few years before the cable landed, Caroline Bradford, wife of Captain Daniel Bradford, Jr., bought the house. She held the property until 1890, when it was sold to the Wrights and became part of their large estate next door.

#130 St. George St. Duxbury Junior/Senior High School

After the ceremonies on Abrams Hill, the cable celebration continued at the Wright Estate which occupied this site. The street was known then as Harmony St., but after the Wright's son George, Jr. was killed in an accident in Boston in 1888, the road was renamed St. George St. in his honor. A library was also set up in his memory in one of the estate's former guest houses.

Walks to Fit Your Available Time

2 Hours-2 Hours & 15 Minutes

Park at Hall's Corner. Use the Tavern Walk notes going to St. George St. and the Shipbuilders notes in reverse order returning.

1 Hour & 15 Minutes-1 Hour & 30 Minutes

Park at Hall's Corner and walk as far as Harrison St. using the Tavern notes up to #479 Washington and the Shipbuilders notes in the reverse order from #486 Washington on the return trip.

1 Hour

If you have a Resident Parking Sticker, park at the end of Shipyard Lane. If not, park at Mattakesett Court. Do the Shipbuilders Walk up to #486 Washington and the Tavern Walk in reverse from #479 Washington to #277 Washington.

45 Minutes

The Cable Walk takes 45 minutes. Add 5-10 minutes if you choose to complete the loop at the top of Abrams Hill.

35-45 Minutes

Park at Mattakesett Court. Do the Shipbuilders Walk from #476 Washington. If you return without using additional notes, the walk will take about 35 minutes. If you choose to return following the Tavern notes in reverse up to #476 Washington, add 5-10 minutes.

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- With special thanks for the research, writing, and editorial assistance of:
Alexandra Earle
Franklin Hoyt
Tony Kelso
Margery MacMillan
Harriet and Robert Merry
Jody Morgan
Katherine Pillsbury
- Thanks also to:
BSA Troop 82
- This brochure was created as an Eagle Scout Project for the enjoyment of all, under the direction of James V. Morgan, Jr.
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